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SECURITY INFORMATION

25X1A9A/I, ORR

20 June 1952

Request for Comments on Information Acquired by AD/RR

ITEM 1

25X1A9A/I, ORR
Poland is reported as making military transport coaches for the USSR at the rate of 500 per month. 4000 cars are said to have been delivered to date. The Cegielski plant in Posen (or Poznan) is reported as building these cars and then shipping them to Wroclaw (formerly Breslau) for interior finishing before delivery to the USSR.

COMMENTS

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No information is available supporting this report at present either in this office or in the Industrial Register. Examination of the information available, however, indicates the possibility that the information may be roughly correct.

H. Cegielski, in Posen, is largely a locomotive producer although reports indicate that it produced 12-16 rr cars of the coach type per month as late as February 1949. 1/, 2/, 3/ No later information is available but there is no reason to believe that this production has not continued and probably increased as the plant was still in the process of reconstruction at that time. IR documents indicate that some cars are finished at other plants, but no direct reference to shipment of unfinished cars to Wroclaw is made. 4/

The Pafawag plant, in Wroclaw, was reported, [in one document only], as producing troop transport cars for the USSR at the rate of one car every two days beginning in October 1949. These cars seat 130 men and have an armored cupola at the center of each car (above the roof line). In addition one lightly armored freight car was scheduled to be produced per day beginning the same date. 5/

The production of 500 cars per month is not too high an estimate for Poland as the plan for 1952 calls for the production of 16,400 freight cars (in terms of two-axle units) and 400 passenger coaches. 6/

In light of the above information, Item 1 is considered as possibly true, however, there is no data available which will confirm the report.

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ITEM 2

Report states that the USSR has received a special train from Hungary which, if accepted, will be the model for further production.

COMMENTS

This report is verified by several sources. The special train referred to is undoubtedly the Diesel-electric train unit produced by the Budapest Ganz Works.

The order for these trains was placed about Jan. 1, 1951. 1/
In September 1951 the plant was reported as working on the 7th train set. 2/

A train unit consists of two motor coaches, one on each end, with five axles, drivers cabs on both ends, and of 4 trailers between the motor coaches, with 4 axles. Couplings and buffers are automatic, coach bodies and bogies are all-welded. The power plant consists of 4 engine units: two of 600hp each for motive power; two of 220hp each for auxiliary services. Total: 1640hp. Weight of train with full load: 390 tons. Each of the motor coaches has 2 driven axles, the total load on which is 76 tons. Normal speed 105 km/hr; maximum speed on level grade with no wind: 125-130 km/hr. 3/

The report referred to above is an eight page document containing detailed specifications of the train units and a discussion of results of tests of the train in the USSR. It is a translation of an article from the magazine "Elektrotehnika" dated March 1952.

The article praises the train very highly, going so far as to state that it is superior to a Soviet one. This comment is interesting not only because a Hungarian is allowed to state that a Hungarian product is superior to a Soviet one, but also because another report states that while the Ganz works was working on the 7th train set, two of the original train sets were returned from the USSR as no longer serviceable because of rough handling by the Russian drivers. 4/

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Enclosure:

Enclosure No. 1 to Source 3.

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